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Views and Near Views

(Continued From First Page.)

tapped, but in this connection some statistics on the subject may be of interest.

The value of natural gas produced in the United States in 1909 was \$215,000. By 1909 the production reached a value of \$1,460,000, and since then, with fluctuations from year to year, production has generally increased, and had a value in 1909 of \$63,208,941. West Virginia led the country in production in 1909 with 166,435,092.000 cubic feet, and the total production in the South was about 175,000,000.000 cubic feet, or 36 per cent. of the 480,706,174,000 cubic feet produced in the country. Increasing demands for this fuel for industrial and domestic purposes are indicated by the above figures.

About Cold Storage.

New Jersey is the first State to adopt legislation restricting the length of time food may remain in cold storage. The State Legislature has passed a compromise cold storage measure, and it was signed by the Governor and is now in force. It provides a ten months' limit on all food products in cold storage, and also requires the tagging or branding of all food products placed in storage with the date of such storage.

Cold storage is a business, and one that requires the expenditure of a great deal of money to provide for the thing to be sold; that is to say, cold storage. It does not stand to reason that the men who spend thousands and millions of dollars in providing cold storage plants are spending their money just for experimentation or just for the fun of the thing, or to poison anybody. It might be well for the New Jersey Legislature and the Legislatures of other States to let these cold storage folks have their way for a while. They are finding out something new knowing, and they ought to be encouraged instead of restricted by harsh laws.

Some Good Roads Talk.

When Christopher Columbus discovered America, and later when John Smith hit the shores of the lower James River to make good old man Chris's discovery, they found a mighty nation of beings that were called Indians. Why they were so called is explained in the books, but the explanation is a little far-fetched to say the least of it. I never have believed that fairy story that certain Asiatics and the supposed lost Jewish tribes sailed across the ice of what is now an Alaskan frozen desert to inhabit this country, just that it and its peculiar inhabitants might in time be discovered by Christopher and John Smith and the others of the adventurers of a certain and perhaps an unfortunate period. It may have been better had they never discovered anything.

But be all that as it may, the fact remains that when Columbus did get here—and by the way, he never did get in a thousand miles of what is really America, but some of his cool fellows did, and when they arrived they found a magnificent people, and those people have not been very much improved on to this good day; that is, in certain lines bearing upon original honor, integrity and all that kind of thing.

When John Smith struck Jamestown he did not find any trouble getting through the country, because these aborigines had made all the roads they needed and all that the country could need up to that time. The colonists succeeded in the following, and they did some fairly good stunts in the way of road building, and there are a few monuments in the shape of good roads that remain in the eastern parts of the State to their honor. The trouble is that following the colonists, the folks got in a bad habit. Had they kept up the lick set by the aborigines and followed by the colonists to make all the good roads needed for the time being, all Virginia to-day would have macadam highways, "world without end." The twentieth century generation must rest to the following generations do not have to cuss us out as I am now cussing out the generations from the colonists up to date. Would it not be a splendid thing for us of to-day if our forefathers had burdened us with a mighty bond—good for good roads? If they had built the same and let us enjoy them as we paid the bonds for them? I can't understand why the people are so averse to making a bonded debt for our children to help pay as they come along. The children can mighty well settle it if we leave them the good roads.

I hear that down in Mecklenburg county there are good roads meetings being held every day in the week. It is also said, and said by a man who knows what he is talking about, that Mecklenburg county is banking after being the good roads leader in the State.

The Arkansas Legislature has passed a bill for the construction of a highway from Little Rock to Pine Bluff, and at this writing the Senate has a House bill for a highway from Little Rock to Fort Smith, which Governor G. W. Donaghy hopes will pass the Senate. The Arkansas Gazette, which has been persistently and consistently active for good roads, looks to these bills as the beginning of a system of highways connecting county seats of the State and centers of trade and population.

Wisconsin farmers are using phonographs for calling the cows home. Before long every farmer will have his own moving picture show.

A special from Keyville says that town is waking up to some industrial stunts. It is getting about time it should be. There is no town in the State that has better facilities or that needs waking up more. There are some mighty good industrial folks in Keyville, but, oh! how they do need a waking up.

Trade at home is a very good doctrine, but somehow it is a doctrine that is hard to impress on home folks. Richmond, with its great factories and its great supply stores, can furnish anything that Richmond and Virginia people want, and yet there are Richmond folks who go elsewhere to trade.

Richmond people are sometimes a little blind.

Why are the trees so much greener in Virginia than any where else?—Richmond Times-Dispatch.
Perhaps it is because Virginia is a "wet State," while her sister North Carolina is so very, very "dry."—Weldon (N. C.) News.
It may be that's just the reason why, but we can't always tell, don't you know.

Adam Bede says the way to get a good Mayor is to advertise for him. Certainly. There are, perhaps, fifty towns in Virginia that need good Mayors, and the Times-Dispatch want ad. page is wide open—I can't say a word, cash in advance. Now is the time to advertise or to subscribe.

OF MANY THINGS: MAINLY RICHMOND

(Continued From First Page.)

patriotic and secret organizations, and the lists of business enterprises, trades and occupations, will prove of value for all manner of ready reference. In the methods of indexing and otherwise, the book shows many improvements from last year's directory.

Seeing Richmond Right.
So much for the directory, and by the way, the cotton people who are going to assemble here this week can do well to study that same directory. They will also do well to study the twenty-page special section of this morning's Times-Dispatch that tells about "Seeing Richmond," and seeing it right.

But all of this does not take in the many other things worth seeing in Richmond. The folks who are largely interested in historical scenes will come very near to letting the visitors know where they may find Powhatan's grave, old St. John's Church, General Lee's residence, the John Marshall residence and a hundred and more other places of historical and patriotic interest. But the twentieth century folks, the hustlers of this busy day, will probably be too busy hustling to show folks around very much. If they had the time I have no doubt they would delight to show the big business houses and skyscrapers and coming skyscrapers on Main Street, the big Locomotive Works, the Richmond Cedar Company's enormous plant, the Virginia-Carolina Chemical Company's big works, the Richmond electric shops, in which are made all manner of electrical machinery necessary to supply any place or any number of plants in all the Southland, the Richmond Iron Works, which make the greatest of automobiles, the "Virginian," the Patterson Tobacco Company's great plant, that is soon to be enormously enlarged; the immense cold storage plants of this immense up-to-date town, and a whole lot of other good things worth seeing, and that may be a little surprising to some of the down South cotton folks who will be here this week, folks who think the sun rises and sets and runs only where the cotton grows.

There are lots of things for the week's visitors to take in before they get through "seeing Richmond," and it will be strange if they can finish the job in just one short week.

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